

Official and Classified ADVERTISEMENTS

Continued from page 15

SITUATIONS VACANT

FISHERIES DEVELOPMENT OFFICER

The White Fish Authority have a vacancy in their Fisheries Development Unit for an additional officer to assist in the introduction of new or improved equipment and techniques and to carry out demonstrations and trials on all types of fishing vessels. In addition, projects will also be concerned with the preliminary investigation of new fisheries, and may include participation in overseas foreign fishing vessels. About half of the officer's time may be spent at sea.

This post would be particularly suitable for a young versatile and fully qualified fishing skipper or for someone with equivalent qualifications. All applicants must have had recent marine experience involving at least two methods of fishing. A knowledge of engineering is not required but the ability to get on with people and to communicate ideas is an important attribute and the ability speak a foreign language may be an advantage.

Salary in the range £3000 to £5240 per annum depending upon age and experience, plus £213.20 per annum "anti-inflation" supplement. Additional allowance is payable for each day at sea. Applications from suitable candidates should be sent to the Fisheries Development Unit, 10 Young Street, Edinburgh, EH2 4JQ, to whom they should be returned before Monday, 9th August, 1978.



WHITE FISH AUTHORITY

NORTH EASTERN SEA FISHERS COMMITTEE FISHERY OFFICER

Applications are invited from persons not over 45 years of age for the appointment of Fishery Officer, to serve that part of the Committee's District extending from Hartlepool to Scarborough. Commencing salary will be within the range £2691-£2922 per annum plus salary supplement of £312 per annum. Appointment is superannuable and motor car and subsistence allowances will be paid.

Further particulars and forms of application obtainable from the undersigned, to whom applications are to be returned by the 28th July, 1978.

J. HAYDON W. GLEN
Clerk to the Committee
Kington House South,
Bond Street,
KINGSTON UPON HULL.

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WANTED. Wrecks for salvage including ships engines and propellers. Also, wrecked boats, spot cash paid. Box No. 261.

WANTED. Divers helmets £200 (type 1940). Suits (various) size upwards. Ships lamps, whistles, compasses, binoculars, etc. etc. urgently sought. Ships models, particularly battleships models urgently wanted. Marine instruments pre 1940. Please telephone: 0787 (Belfast) 5957 or write Box No. 268.

BUYER wanted for large quantities of fish from November 1978. Box No. 265.

Fast Expanding Fish Marketing and Processing Company with world wide contacts REQUIRE

Automatic Smoking Kiln, Freezing Line and other Processing Plant and Equipment considered. Also interested in hearing from existing business where owner wants to sell all or part.

Please write in confidence to BOX No. 280

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SITUATIONS WANTED

EXPERIENCED marine and maintenance engineers require full time position. Wide experience with fishing boats and also fish processing machinery and refrigeration. Good references available. Any area considered. Write Box No. 207.

EXPERIENCED MANAGER

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OFFICIAL NOTICE

PROPOSAL to change a ship's name. We Michael and Thomas Jamnulle of L'Abri Du Vent, House 10, Vale, Guernsey and Messrs. Vale, Guernsey, hereby give notice, that in consequence of a condition of sale, we have applied to the Department of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of our ship J.B. Cooper of Glasgow of London, official number 183001 of gross tonnage 644 tons of register tonnage 320 tons, heretofore owned by The Royal National Lifeboat Institution of West Quay Road, Poole, Dorset, for permission to change her name to "J.B. De Nord" to be registered at the port of Guernsey in the said new name as owned by Michael and Thomas Domaille. Any objections to the proposed change of name must be sent to the Registrar General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff, within seven days from the appearance of this advertisement. Dated at Guernsey this 5th day of July, 1978, signed M. Domaille and T. Domaille.

fishing news

July 23, 1978

No. 3286

Est. 1913

12p

FISH: THE BIG BRITISH GIVE-AWAY!

INSHORE AND DEEPSEA fishing organisations have dug deep into their pockets to launch a £35,000 national newspaper advertising campaign this week. The basis of the campaign is built around the fact that "our Government is about to give away our right to catch our own fish." Involved in this last desperate bid to alert the public to the dangers of the weak line being taken by the Government in its negotiations with the EEC are the British and Scottish Trawlers' Federations, Scottish Fishermen's Federation and the Fisheries Organization Society.

We've got the ships, crews and fish. "Give us the fishing grounds and we will supply the British consumer with plentiful, varied and competitively-priced food from our seas. But we need an exclusive limit of at least 50 miles all round," runs the advertisement.

The appearance of the advertisements was timed to coincide with the EEC Foreign Affairs Council meeting at the beginning of this week which reviewed the Common Fisheries Policy. At a press conference on Monday to launch the campaign, director-general of the British Trawlers' Federation, Austen Laing, said that other countries displaced by 200-mile limits would be drawn to British waters "like bees round a honey pot".

Scotland would be hit right along the length of her coast if there was no adequate exclusive zone, pointed out SFF president, Ian Stewart. "The 1,000 ships in which my fishermen fish are based on dozens of little communities right round the Scottish coast. "They are dependent upon fishing. They do not see why the Government should hand over their natural resources," said Mr. Stewart.

A joint statement issued by all the fishing organisations in the campaign called on the Government: "To safeguard the future of 20,000 British fishermen and up to another 100,000 people onshore. To ensure the nation's future fish supplies we need a minimum

50-mile zone off our coasts reserved exclusively for British fishermen. "The industry is particularly concerned about the suggestion that only 12 miles would be reserved for British fishing in the prolific grounds off the west coast of Scotland. "We earnestly hope the Government will pursue a determined line, which we know will win all-party support, on this vital issue of exclusive zones. The EEC Foreign Affairs Council meets today and tomorrow (July 19 and 20), with a clear direction

from the recent summit meeting of heads of government to seek agreement on the EEC's own declaration of intent to extend Community fishing limits to 200 miles. "We regard it as essential the declaration should be made as soon as possible so that we can extend in concert with the other North Atlantic nations at the beginning of next year. But it is equally important, and in the national interest, that Britain secure its exclusive zone as part of that declaration."

Many had lost their jobs on Grimsby trawlers as a result of the recent Olo truce. There were renewed calls for Government action to impose selective controls on non-EEC imports when the 2,923-ton cargo vessel *Lagarfoss*, of Reykjavik, landed

about 400 tons of frozen fish in one of the commercial docks. "It is the thin end of the wedge and more or less what we feared from the Norwegian agreement," a Grimsby skipper told *Fishing News*. "We were hoping the dockers would 'black' the Icelandic and refuse to handle her fish to back up the local fishermen. By taking the line that it is just another cargo, they have opened the flood gates. "They are now in a position to saturate Grimsby with their fish at will. "We can only hope that when the Icelandic trawlers begin wet fish landings again — and everyone knows they're bound to arrive shortly — that the lumpers will adopt a more realistic attitude to safeguard fishermen's jobs."

Lagarfoss, built at Copenhagen in 1949 and one of the oldest vessels sailing under the Icelandic flag, dis-

'Sense in joint approach' UNION PRESSES FOR FISHING COMMITTEE

OBITUARY

CHARLES Henry Piggott, a semi-retired officer and administration worker with Grimsby trawler owners, H. L. Taylor Ltd., died after a short illness on July 1. He was 76.

Mr. Piggott spent nearly all his working life with Taylors and, over the years, held a variety of positions within the family company.

Although he came from fishing stock, it was the shore side of the industry which attracted him. He was equally at home in the blacksmith's shop or in an office — it was this adaptability which made him almost indispensable. Latterly, Mr. Piggott had assisted in the crewing office.

£200 fine

A SKIPPER was fined £200 after admitting a charge of otter trawling within the three-mile limit in Loch Kishorn on January 30. The case was heard at Dingwall Sheriff Court on Thursday last week. He is John Sinclair Summers of Mallaig, who was convicted of a similar offence in May 1976.

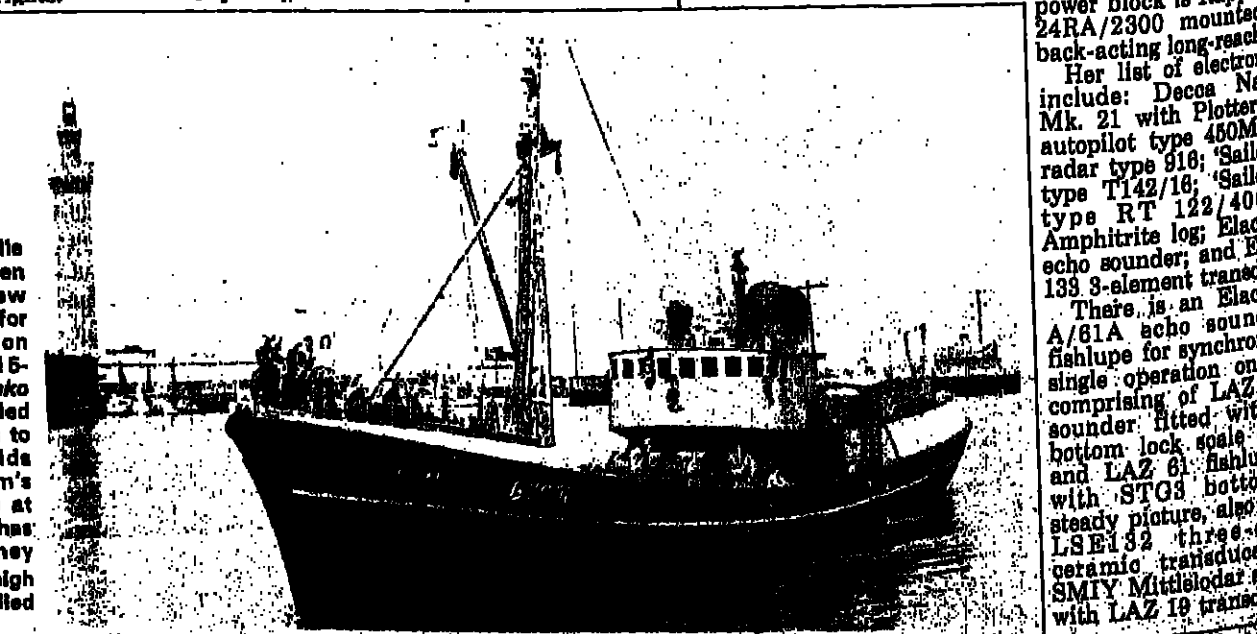
THE Transport and General Workers' Union held a special one-day conference on fishing last week.

After the talks it was announced that the union intends pressing the Government to set up a special tripartite trawler fishing committee to establish joint policies on the deployment of fleets.

It would also handle limits and, as a priority, bring in a decasualisation scheme for trawlermen with special arrangements for health, safety, and pension rights.

Osako's company record

THE 128ft. Grimsby middle water trawler *Osako* is seen (right) sailing in with a new company grossing record for owners, H. L. Taylor Ltd., on Thursday last week. After a 15-day Faroes/Westerly trip *Osako* (Skipper Peter Newby) landed a mixed catch of 1,240 kils to gross £21,626. This adds almost £1,500 to the firm's previous best set by *Yezzo* at the end of last April. *Osako* has been a consistent money earner all year and she had high quality fish on a well supplied market.



New boat for award skipper

SKIPPER Thomas Flaherty of the Aran Islands, who won the "Young Fisherman of the Year" award in 1973, took delivery of a 70ft. trawler from the BIM boatyard in Baltimore, Co. Cork, last week.

The trawler, *Arkin Castle*, has an overall length of 70ft. and was launched by Dennis McGraw, the manager of BIM's boatbuilding division.

Skipper Flaherty, whose family have been fishing for generations, started his fishing career in 1967 as a trainee deckhand on *Ard Scia*, operating out of Galway and Rosaveal. In 1969 he moved to the east coast to gain experience with larger boats and, in 1973, he became skipper of *Ingaro*.

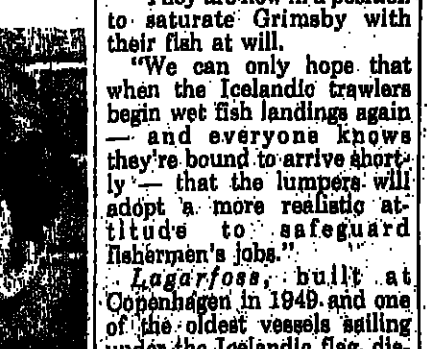
Arkin Castle (G8) has a beam of 20ft. 4in.; draft 4ft, 9ft. 6in. and a displacement of 104 tons. The boat is powered by a slow-revving Danish Green 6F24T six-cylinder main engine of 550 bhp at 500 rpm. The four-stroke and turbo-charged diesel drives Green propeller through Green stern gear. A Bukh diesel of 48 hp at 1,800 rpm is the auxiliary engine.

Arkin Castle has a Hydraulic Brattvaag trawl winch with two main drums. The and a gilson barrel. The Brattvaag cargo winch can be used for net retrieval. Her power block is a Rappi model 24RA/2300 mounted on a back-acting long-reach crane. Her list of electronic aids include: Decca Navigator Mk. 21 with Plotter; Decca autopilot type 916; Sallor VHF radar type 916; Sallor RT type T142/15; Sallor RT type RT 122/400; Bn type Amphitrite log; Elac Log; echo sounder and Elac Log 133 8-element transducer.

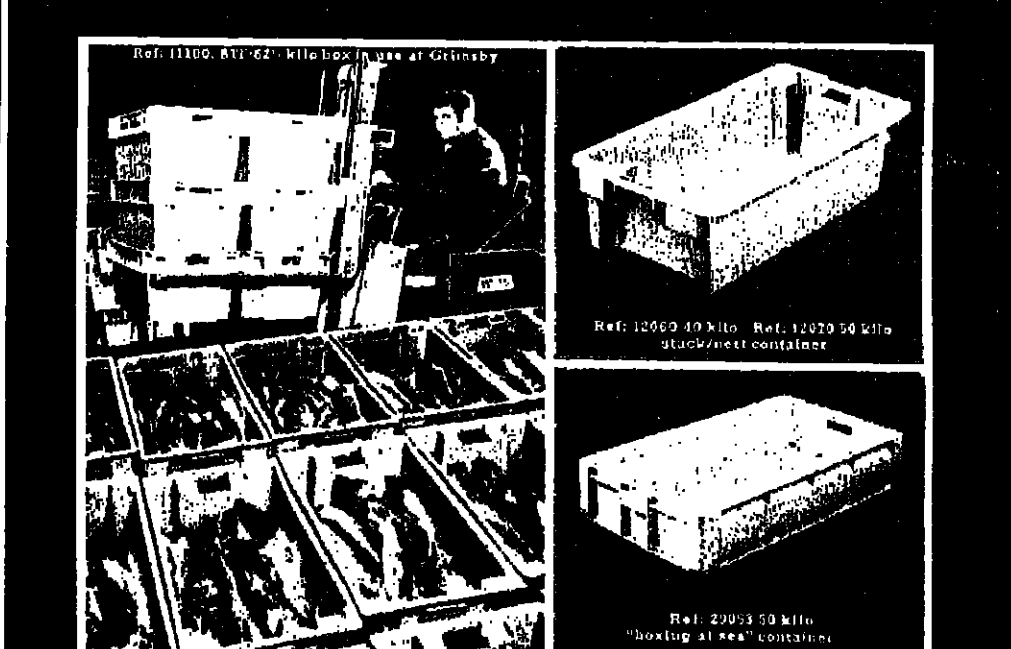
There is an Elac Log A/B1A echo sounder and fishlupe for synchronous and single operation on 300Hz comprising of LAZ transducer fitted with Decca sounder, lock scale expansion and LAZ 61 fishlupe with STG3 bottom with steady picture, also two LSE32 three-element acoustic transducers. SMY Middlestar sonar with LAZ 10 transducer.

£33,461 PAIR

WHAT A double act! After a short 11-day trip, skippers Jens Bojen (left) and John Richardson made £33,461 last week. This sent pair trawling records flying at Grimsby. Full report page 7.



ALLIBERT very special fish containers.



Allibert high density polyethylene containers are specially designed for safe, hygienic storage, handling and presentation of all types of fish. They are strong, lightweight, easy to handle, and designed to keep fish in perfect condition. For shipboard or quayside handling and storage, Allibert stacking, labelling, and stacking containers provide a complete, cost-effective solution.

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COMMENT

IT IS DIFFICULT to envisage a major food producing industry having to spend hard earned money on advertising its worth to the nation and its political rulers. Yet, this is what is happening this week in the fishing industry.

The expensive advertising campaign being mounted by sections of the fishing industry in the national press might be dismissed by some as a gimmick. But the point being made is an important one: **ALL OUR VAST FISH RESOURCES ARE BEING HANDED OVER TO EUROPE ON A PLATE.** Our generosity could only go one step further and that is by catching the fish for our Common Market partners.

Whether the campaign can achieve anything is doubtful. Already the Government has made up its mind on the sort of deal it hopes to get in revising the Common Fisheries Policy. And the targets set still fall a long way short of providing a secure future for fishing in this country.

Already there is a strong suspicion that the Government is using our fishing waters as bait for concessions in other areas of the EEC; this is why its demands on economic zones are so pathetically weak.

What the advertising campaign is really doing, is to compensate for the inadequacies of the Minister of Agriculture, Fisheries and Food. He is the man who should have been hammering the Government — and the Foreign Office in particular — about the importance of preserving a safe future for our fishermen. Instead, all Minister Peart seems content to do is to dispatch his faithful lap-dog, the Minister of State, on supposedly morale-boosting visits to the fishing ports. The trouble is, Mr. Bishop's performances are only slightly livelier than the dead fish on the market he spends so much time inspecting.

fishing news

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QUICK ANSWER ON LIMITS NEEDED

FISHERIES Minister of State, Edward Bishop, hopes the limits question 'will be clear by the end of the year.'

He said this during a two-day tour of the industry last week while at the Suffolk port of Lowestoft.

Expressing confidence in the future of the fishing industry, he said his visit to Lowestoft is one of a series combined with close consultations with the fishing industry.

His trip began with a tour of the Lowestoft fisheries laboratory, after which he moved on to the fish market and local processing plants, meeting workers and management representatives as he went.

"My general message is one of confidence," he said afterwards. "I am glad to see signs of confidence evident here with investment in new vessels."

He said that the industry is going through a period of change and uncertainty, he said. "The government has been pressing urgently for the questions to be resolved as quickly as possible. We are trying to ensure that the industry has a worthwhile role to play."

During his visit he held meetings with the Lowestoft Fishing Vessel Owners' Association and inshore and trade union interests. He watched the morning auction at Wiveney dock and ended his tour with a visit to the nearby Birds Eye factory.

says Minister at Lowestoft



Fishes Minister Edward Bishop (centre) with Aubrey Moore (left), president of Lowestoft FVOA, and Mr. C. S. Bradley, local Docks Board manager.

Problems

"It reflects great credit on the local industry and all involved. Our job is to maintain this confidence until we can see more clearly where the industry is going."

On the question of problems facing the industry, he said: "We sometimes forget that these are not just British problems."

Turning to the uncertainties caused by the Icelandic dispute, the Law of the Sea Conference and the question of limits and the Common Market fisheries policy, he said Britain had a major interest in fisheries and wants to ensure that it remained viable.

"Discussions about limits, access and special arrangements are related to what can be achieved to keep the industry viable," said Mr. Bishop.

The Government had not been idly standing by. There had been the temporary financial aid last year, the

Shetland herring bonus

HERRING MARKS west of Shetland — unknown in recent years — have made an appearance. And one leading Shetland skipper believes this is an indication of the benefits a 50-mile limit would bring.

With exceptionally good fleet was deflected to this area. By the time the Norwegians had worked their way round to the east coast, says Skipper Josie Simpson, the herring were back within 12 miles, out of their reach.

The big herring fishing in recent weeks has been hit by poor prices and it is felt in many quarters that the Norwegians are also to blame for this because they saturated the markets in June.

With the Norwegians being side tracked, Skipper Simpson believes "this stroke of luck" will mean a good winter herring season. It also emphasises he says, the importance of a 50-mile limit around the United Kingdom.

On the question of an exclusive limit for Shetland, Skipper Simpson is lukewarm. He believes this could result in the islanders being accused of greed. "The 50-mile limit is needed for conservation for the whole of the UK fleet — I am somewhat concerned that this basic need and argument could be fragmented if further local claims are introduced."

"The government's present stance has not been announced officially, but if press reports showing only a partial 50-mile limit are true, then they do not appreciate the problems which we have been preaching to them these last years."

grant and loan scheme is continuing and considerable sums spent in the ministry's back-up division ship.

He said he had been fortunate enough to meet a good cross-section of the industry during his visit to Lowestoft and had noted their views on a number of problems "and as local concern about dredging operations in the North Sea." He had also gathered local views on fisheries limits.

"Although limits are important, what really matters is that the industry gets the kind of catch it needs to stay viable," he said. He had come to Lowestoft mainly to listen.

Change

He said there is a need for a "fairly quick" answer to some of the problems facing the industry and hoped the positive over fishing limits would become clear by the end of the year.

"The industry is going through a period of change and uncertainty," he said. "The government has been pressing urgently for the questions to be resolved as quickly as possible. We are trying to ensure that the industry has a worthwhile role to play."

During his visit he held meetings with the Lowestoft Fishing Vessel Owners' Association and inshore and trade union interests. He watched the morning auction at Wiveney dock and ended his tour with a visit to the nearby Birds Eye factory.

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successful. Last year 28 crews of larger trawlers were replaced and this gave their vessels an extra 450 days' fishing.

Replacement crews are ferried out to the trawlers on the grounds by carrier ships, which bring back crews and their catches.

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EEC delay on limits extension

A DECISION on wider fishing limits by the EEC has been deferred. Although the Community has accepted "the principle of concerted action under which member states would be led to extend the limits of their fishing zones to 200-miles", no announcement will be made until October on when and how this will be done.

This move fell short of British hopes for an immediate declaration of intent by the EEC to go out to 200-miles.

British Government officials describe the progress so far as satisfactory, but not perfect. Roy Hattersley said that he expected member states to decide when to extend limits in October. "If the worst came to the worst," warned Mr. Hattersley, "the British Government would be prepared to take unilateral action to declare its own 200-mile fishing limit."

Although the move to 200-miles would ease the big worry of Eastern European trawlers displaced elsewhere from moving into EEC waters, Britain is no further along the road to a revision of the Common Fisheries Policy. There were no more discussions this week on the changes which Britain is demanding.

However, when the announcement is made in October on fishing limits, Britain has insisted that the statement should bear a description of the policy "as being currently adapted to the new circumstances."

Crew shuttle

RUSSIAN trawlers working from Murmansk are spending more time on the grounds because whole crews are being replaced during trips.

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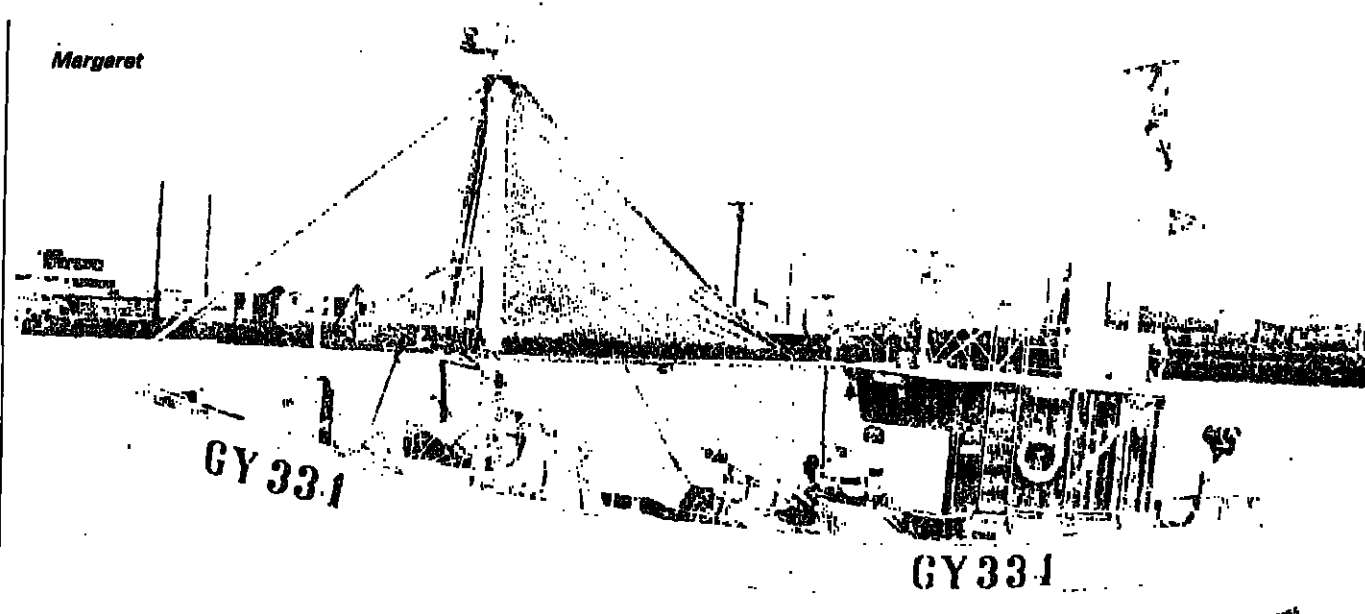
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MARGARET ON MAIDEN

THE NEW 58ft. multi-purpose vessel Margaret (GY 334) set sail on her maiden seining trip last weekend for Grimsby owners and agents, A. E. Richardson & Co. Ltd.

Built of oak-on-oak at the Danish yard of Marstal Traeskibvaerft, Marstal, she is commanded by Skipper Jimmy Carson. He sailed her straight over to the Humber port where she was fitted out with anchor-seining gear.

Scotsman Jimmy Carson told Fishing News he is delighted with Margaret and particularly the way she had handled on the three-day voyage from Denmark. This included navigating through some dense fog on the Danish coast.

"She is a lovely vessel and I am sure, given reasonable

luck, she will fish very well. After nearly a month ashore waiting for her, I am naturally very keen to get back to sea while the fish are there."

Margaret is the latest of a series of vessels built at Marstal to the order of the Richardson company and designed by its marine superintendent, Don Pearce. They have proved highly successful at Grimsby.

She is equipped for anchor-seining, fly-shooting, trawling for white fish, or industrial fishing.

Margaret is powered by a Gardner 8L38 of 230 bhp at 1,150 rpm and, on the trip from Denmark, she made 84 knots without any pressure.

The main deck machinery is a Hydema pedestal net hauler astern, Ramme seine rope storage drums and a

Norlan anchor winch with a two-speed gearbox. Other fittings include Decca 110 radar and Decca Mk. 3 transmitting magnetic compass with autopilot sensor.

More details and pictures of Margaret in Fishing News soon.

Skipper Jimmy Carson — happy to be in the wheelhouse of his new command.

Gear offence fine

A RUSSIAN skipper was fined £200 and lost his catch after being spotted inside British limits last week.

The trawler Arinas was arrested after being found just ten miles off the coast, instead of 12 miles, and was escorted into North Shields by HMS Kellington.

The gear aboard Arinas was not properly stowed and so the court claimed the vessel's catch which was worth £200.

Forbes 86-footer

SEEN just before her launch is Sarepta, the latest boat from the J. and G. Forbes yard at Sandhaven. She is the command of Skipper John Noble, who has had Caterpillar's big D398 diesel of 650 hp at 1,225 rpm fitted in the cruiser-sterned 86-footer. The unit drives through a variable pitch propeller. Sarepta, a seiner-trawler, has a number of interesting features, including an unusual power block assembly and twin echo sounder transducers for use when pair trawling. A picture of the boat afloat and more details will appear soon in Fishing News.

Pay offer rejected

A £6 PAY CLAIM for Hull, Grimsby and Fleetwood trawlersmen has been sent to the arbitration service by the Transport and General Workers' Union. Owners offered the men £2.50 a week, plus a holiday bonus to those spending 230 or more days at sea a year. The union has rejected the offer. Talks have been going on for some months.



Salmon starter

SKIPPER of the latest addition to Bridlington's fleet is Chris Pashley (24). Joint owner of the new coble Betty A.

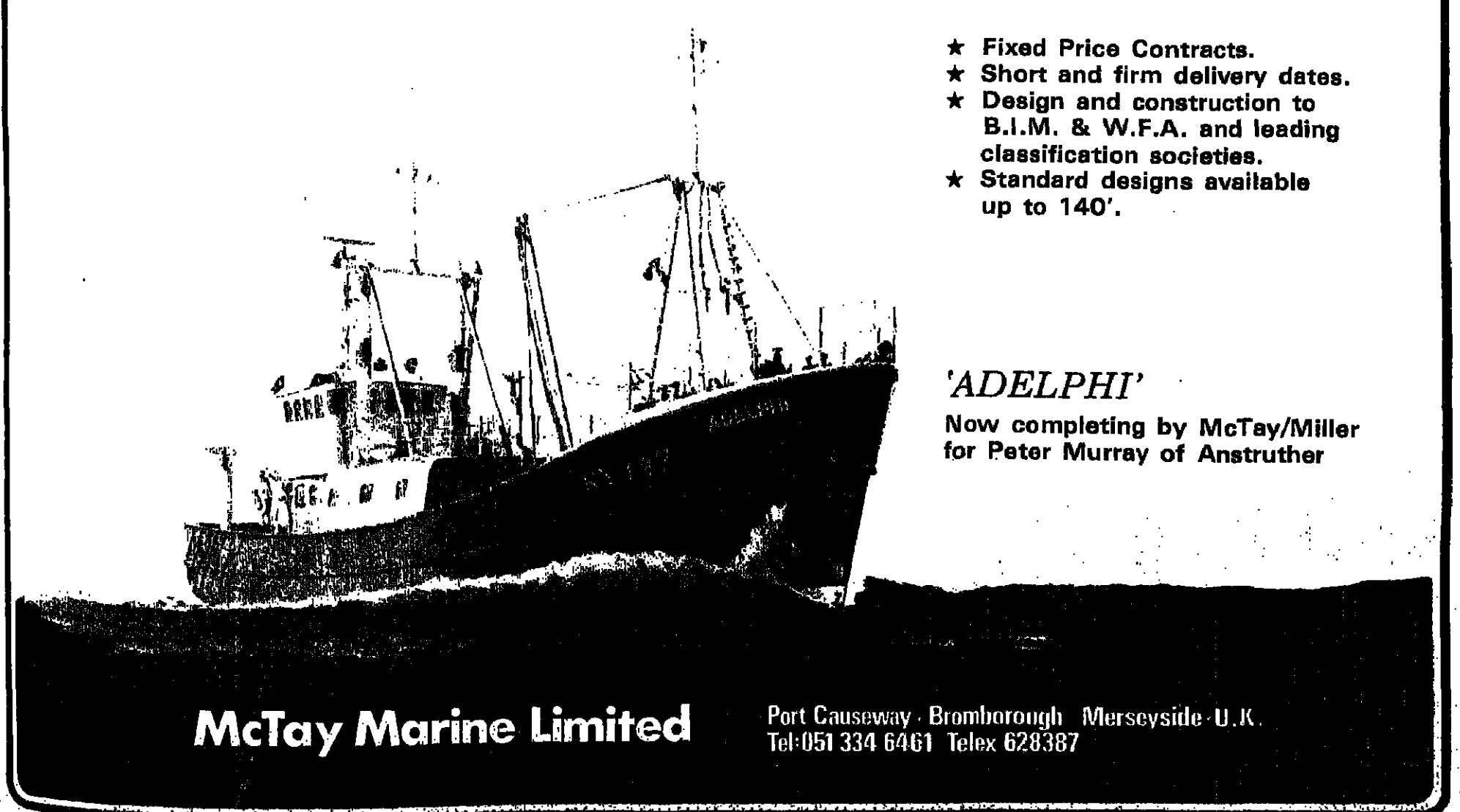
The vessel was built by Scarborough Marine Engineers at a cost of £20,000.

Skipper Pashley has bought Betty A with his brother, Malcolm. Launched last week, she is just over 35ft. long, with 10.6ft. beam and a gross tonnage of 7.43.

She is powered by an 80 hp Ford Tempest engine.

The brothers, and crewman John Boyd, are starting salmon fishing and netting immediately. They will change to cod netting below the winter. Extra equipment and probably another crew member, will be needed for the cod fishing.

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'Code stops divers taking shellfish...'

SIR, My attention was drawn to an article appearing in *Fishing News*, June 11, entitled "Stay away warning for skin divers".

As a so-called "skin diver", may I on behalf of other members of the sport take you to task on the article.

Whilst admitting that there are irresponsible members in all communities, it would be totally wrong for readers to assume "skin divers" spend their time collecting lobsters and crayfish.

The majority of divers in these islands of ours belong to the British Sub-Aqua Club, or to clubs affiliated to that body, and as such are subject to a code of conduct which explicitly lays down that the taking of crustacean should be limited to their immediate needs only and, furthermore, that any catches made meet with the legal requirements of the Fisheries Protection Act.

Commercial diving for fishing purposes, whilst perfectly legal, should not be associated with the activities of the BSAC and the majority of sports divers. We are well aware of the image these people give to divers as a whole and the BSAC is making strenuous efforts to identify itself as a responsible member of the community.

Amongst these efforts are the "Diver on the beach campaign": all BSAC divers are trained in life saving and, hence, have saved many lives on our beaches over the past year. The BSAC has just launched its "Rescue boat" service, whereby BSAC craft (there are on average 1,000 craft on the coast on many summer weekends) are available to the RNLI and coastal rescue services.

It has been our general practice to help fishermen whenever and wherever possible, and build up a good understanding for our mutual benefit. Personally, I have recovered pots and nets for fishermen and spent the whole of one weekend last year rebuilding a winch motor for our friendly fishermen.

I would point out that the number of lobsters and crayfish taken, is exceedingly small, (in eight years of diving I have seen fewer than 80, and taken nine). The closing paragraph of your article which states:

"It is understood that an experienced skin diver could bag as many lobsters in one hour as a trawler operating 80 pots could in a week" should be treated as pure Irish blarney.

LETTERS

In conclusion I would like to say that, as users of our inshore waters, we are making strenuous efforts to ensure a good relationship with other users of these waters and, in particular, local fishermen. All parties should benefit from this mutual co-operation. A. C. DOBBIN, Training Officer, North Glos Branch, British Sub-Aqua Club.

TORIES THE LIMIT

SIR, Your issue of July 9 headlines the news that "Tories mount fight on limits".

Where were these Tories when the Conservative government negotiated the Common Fisheries Policy, under which the EEC states could eventually launch its "Rescue boat" fish up to our beaches and under which the north coast of Northumberland, for example, was cut down to a six-mile limit?

It is with the Conservatives that the blame for this situation lies. None of this, of course, excuses the present government from blame for failing to understand for our mutual benefit. Personally, I have recovered pots and nets for fishermen and spent the whole of one weekend last year rebuilding a winch motor for our friendly fishermen.

If the situation were not so desperate one could excuse a good laugh over the novel idea of Leon Brittan, MP, that he seen whilst diving, let alone taken, is exceedingly small, (in eight years of diving I have seen fewer than 80, and taken nine). The closing paragraph of your article which states:

"It is understood that an experienced skin diver could bag as many lobsters in one hour as a trawler operating 80 pots could in a week" should be treated as pure Irish blarney.

SAVE OUR SOLES

Plundering Belgians are way over quota say south coast fishermen

BELGIAN trawlers — long thought to have exhausted their sole and plaice quotas — are still hammering stocks in the eastern end of the English Channel claim angry south coast fishermen.

Not only are foreign beamers fishing over quota but, according to local reports, they are coming inside six-miles to do it.

Tammel nets are being ripped up by the plundering beamers and fishermen at Brighton and Newhaven are "disgusted" with the lack of protection along this stretch of coast.

According to the Ministry of Agriculture, Fisheries and Food, surveillance flights have been made over the area and vessels boarded. Invariably, there is no infringement of regulations.

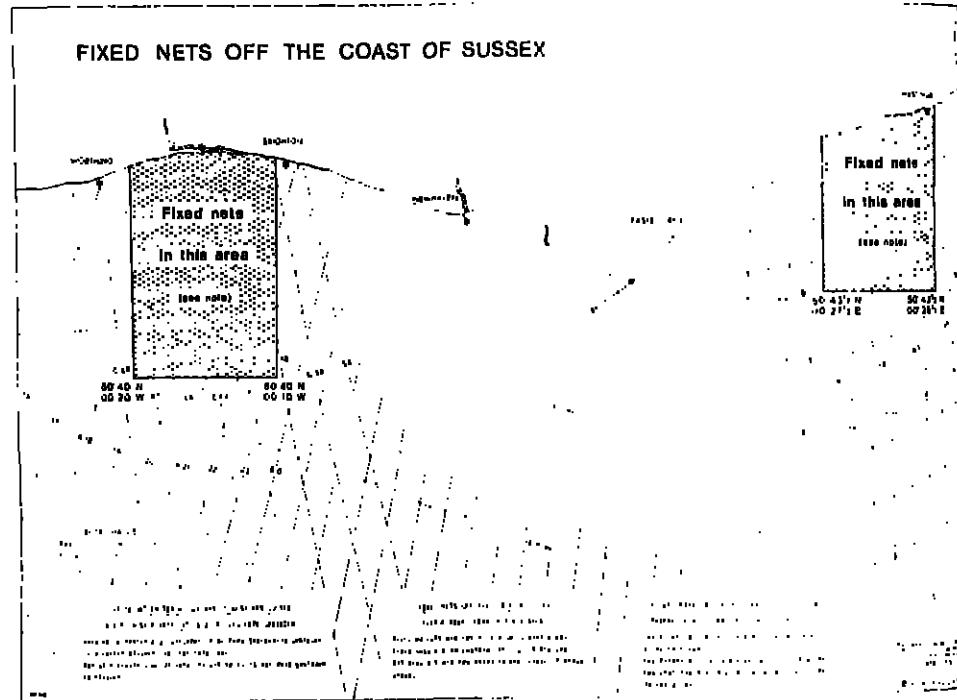
Although the Belgians were thought to have fished their 150-tonne quota of sole by April, it is understood that they still have some of their 150-tonne plaice quota to catch. The difficult question is: how do you catch plaice without taking sole?

Following the complaints that beamers were going through tammel nets, the Ministry has had charts drawn up showing where fixed gear is sited. These Deca-type charts have now been circulated to Holland, France and Belgium.

Relations with the Ministry seemed to be at a low ebb when *Fishing News* spoke to a group of south coast fishermen at Brighton on Saturday.

Amongst those present were Mr. J. W. Howell, chief fishery officer for the Sussex Sea Fisheries Committee; Skipper Ben Johnson of the beamer *Aleyna* and one of his crew; Dennis Watts of *SM 111* and others.

Apparently the Belgians stopped working at the end of April and re-appeared three weeks later — and have been back ever since.



The chart prepared by the Ministry to show foreign operators where fixed nets are set.

When Commander Moorey, District Inspector of Fisheries, was tackled about them, he is reported to have said that it was up to the Belgian Government to stop the boats fishing. He considered there was enough fish for everybody.

The local view is that, if there is enough fish for all, why is a quota necessary in the first place? It is emphasised that the quota system is unworkable with the present lukewarm attitude to enforcement when it comes to foreign boats. However it is certain that, when the British quota is exhausted, fishermen will be expected to abide by it and stop fishing.

Skipper Johnson gave instances of protection vessels apparently ignoring Belgian vessels fishing in his vicinity and, therefore, catching the same sort of fish — plaice and sole.

Andrew Warren, MP for Hastings, was taken out on a protection vessel on July 13 to see the situation for himself. The Belgian vessel *Aurora*

was boarded seven miles south of Beachy Head. She had 30 kilos of sole, the same amount of plaice and 50 kilos of mixed fish. The vessel is stated to have been previously fishing in the North Sea, so that it was not able to be proved just where the fish aboard her had actually been caught. How recently she shifted into the Channel from the North Sea was not stated.

Skipper Johnson mentions that *Aurora* has been recently working alongside him, and that other Belgian boats regularly working in the area are: *Valentina 2*, *Angelus* and *Sabrina*, all seen during the early part of July.

Meanwhile Richard Luce, MP for Shoreham and secretary of the Conservative Parliamentary Fisheries Committee, is pressing the Government to ensure the interests of the British fishing industry are fully protected.

He has written to the Minister, drawing his attention to the evidence made available to him last week by fishermen in Sussex that Belgian trawlers have exceeded their quota and are continuing to fish the area.

A letter from Mr. Warren, shown to *Fishing News*, confirms that he boarded a Belgian trawler on July 13 and saw soles aboard, and that he is taking the matter up with the Foreign Office.

Boarded
Mr. Howell reports that, on June 9, the Sussex Sea Fisheries Committee patrol boat, with members of the committee on board, was on a fact-finding trip.

Angelus, *Valentina 2* and *Argo* were observed working fractionally outside the six-mile limit line. They would be fishing legally if their quota was not already filled.

A British vessel working a short distance away was boarded and, when her skipper hauled his gear, in his net were soles, just one or two plaice, and some odds and ends.

So, if the Belgians claimed to be fishing for plaice, they were obviously not doing so. Unfortunately, Mr. Howell has no powers to apprehend any foreign vessel and the official protection vessels never seem to catch a foreign vessel in the act.

Unworkable
Local fishermen wonder what is going on in other areas of the Channel if foreign vessels are still fishing in their own vicinity. They consider the quota system completely unworkable, especially if foreign boats appear to be able to fish on regardless.

Mr. Andrew Bowden, MP (Kemp Town), joined the meeting later, and expressed sympathy with the inshoremen. He emphasised that the Government had little interest in fishermen, as they were comparatively few in numbers and lacked "industrial muscle", so that they could be disregarded.

Mr. Bowden said: "There can be no moral justification for stopping our fishermen from fishing after they have exceeded their quota unless the fishermen of all countries party to the agreement stop fishing when they have exceeded their quota."

If the quota system could be seen to be working, he says, and not just to the advantage of British fishermen, they might accept it with better grace. At present, he says, fishermen are at odds with the Ministry and the Government, and the Ministry's quick reaction to the proposals, he recently returned from Brussels, view, are already doing

IMPORTS

From Page One

charged a mixed consignment of fish, including cod, haddock and plaice filets and roes, as well as catering packs of Icelandic prawns.

None of the fish was packed in four x 14lb. cartons and had been pre-sold to local fish merchants and food processors. It was carted away from *Lagarfoss* by a procession of refrigerated lorries.

Many merchants, however, were not so completely convinced of the threat which this vessel and any subsequent Icelanders arriving at Grimsby would pose to the local industry.

A spokesman for one firm of merchants said he felt the whole matter had been grossly exaggerated. "In the past we have always handled a great deal of Icelandic fish at Grimsby, both wet and frozen, even when we had a large fleet of trawlers working the distant water grounds and, especially towards the end of the year, when fish becomes scarce."

"It is no use mulling over what might have been as we are bound by a signed and sealed agreement. The Icelanders are perfectly within their rights to bring fish here."

"As merchants we must look to whatever supplies are available and if, there is a shortage of locally caught fish this winter, it may be Icelandic supplies which keep our factories busy and local men and women in full-time employment."

Westella's record £54,098 trip

J. MARRAND SON'S side-fisher *Westella*, which in 1974 was Britain's top earning trawler, was among the records again last week.

Now 16 years old and still commanded by Skipper R. 'Bob' Warren, this ship smashed a company record for its Hull-based wet fishing vessels by making a £54,098 after a 22-day trip to the Icelandic coast.

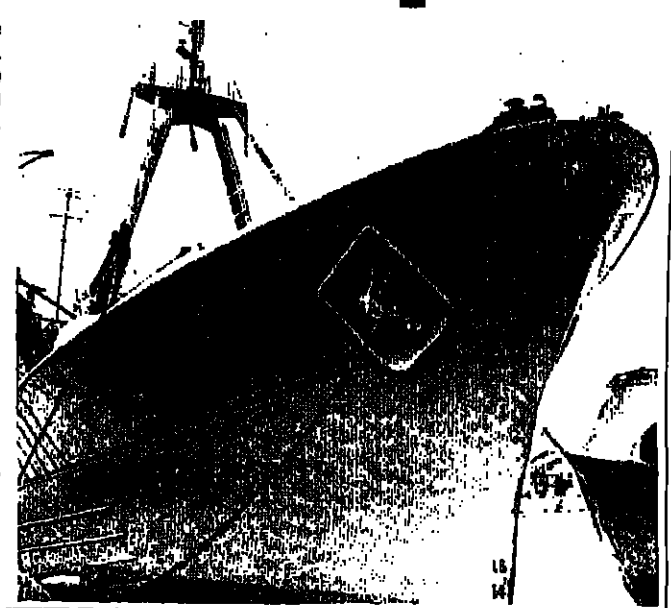
Landing

The turn-out of 2,563 kits included 2,130 kits of codstuffs, which averaged £22.70 per 10st. kit.

Marr's previous highest wet fishing trip grossing at Hull had been one of £48,447, made by the same vessel and skipper on November 13, 1975.

Other vessels landing for Hull's Monday market were the BUT's *Kingston Pearl* (Skipper D. Woodbridge), which made £30,475 for an Icelandic coast catch of 1,490 kits and the seiner *Jane Kidholm*, grossing £8,285 for 289 kits.

The 190 ft. *Westella* was built at Beverley in 1960.



When you're engaged in fishery research, the last thing you want to worry about are your diesels. Aware of this, G. L. Watson, designers of MFV 'Squilla', were very concerned over the choice of power for propulsion. They wanted a diesel with low-revving and long-life characteristics, compact dimensions, low specific fuel consumption, and — of prime importance — extreme reliability.

They found Kelvin met these requirements perfectly, and a 320 shp T series 8 cylinder Kelvin diesel, driving a Slack and

A GOOD FUTURE FOR FLEETWOOD

WITH THE right sort of Government support Fleetwood could become one of the major fishing ports of the future. This was stated by the retiring president, Mr. K. H. Rowbotham, at the annual meeting of the Fleetwood Fish Merchants Association last week.

While the year had been a difficult one with inflation and the cod war settlement, on the credit side, said Mr. Rowbotham, was the completion of the fish market scheme "which had made Fleetwood fish market, the most modern in Europe."

All sides of the industry had the skills and know-how which could be utilised and while it could mean two or three difficult years before fishermen re-adjusted to homewater and middle water fishing, I am convinced that

given this time and encouragement, Fleetwood will be one of the major ports of the future, said Mr. Rowbotham.

At present the fleet is not providing the amount of fish the merchants need. "There are too many weeks when deepsea fish is landed on only three of five working days. Overland fish might help to fill in these blanks, but we would hope that eventually another trawler firm might bring its ships here. There are rumours", said Mr. Rowbotham.

The new president of the Association, Mr. G. Anderson, said he hoped it would not even be as long as Mr. Fairbotham believed, before Fleetwood had established itself as the second major fishing port in the country. "I believe it could happen in 18 months."

Parr V/P propeller, was fitted. Now, thanks to Kelvin, the 'Squilla', operated by the Marine Biological Association, Plymouth, is headed for a long trouble-free life in research around the UK coast.

Kelvin

Kelvin Diesels — 10-500 shp — for a long, trouble-free life.

ABERDEEN SET FOR FISHING CONFERENCE

AN INTERNATIONAL line-up of speakers has been set up for a fishing conference to be staged in Aberdeen. The two-day meeting will take place in conjunction with the Catch '76 exhibition.

Sponsored by the Scottish Inshore White Fish Producers' Association Ltd., the conference on September 16 and 17 will cover a number of topics of immediate importance to the fishing and associated industries.

Speaking in Aberdeen on Tuesday, Skipper Willie Hay, chairman of the Scottish Inshore White Fish Producers' Association, said that now was a good time to hold such a Conference as it would give the fishermen a chance to speak about their industry.

He said that everyone was aware of the problems facing the industry, but the big question was how to solve

them. In his opinion the Government is not pressing hard enough for an extended UK fishing limit and will settle for the 12-miles.

The problem for the fishermen was how to put more pressure on the Government. If the British fishermen could have control of their own fishery within an exclusive limit of 50 miles, they would conserve the stocks and within a few years there would be plenty of fish available.

Skipper Hay commented, that industrial fishing by the Danes was the biggest threat if we had to accept present EEC proposals. Another problem will be presented when Norway extends her limits to 200-miles, because a large percentage of Scottish inshore vessels operate in Norwegian waters.

The full conference programme will be given in *Fishing News* next week.

Shetland 'unhappy'

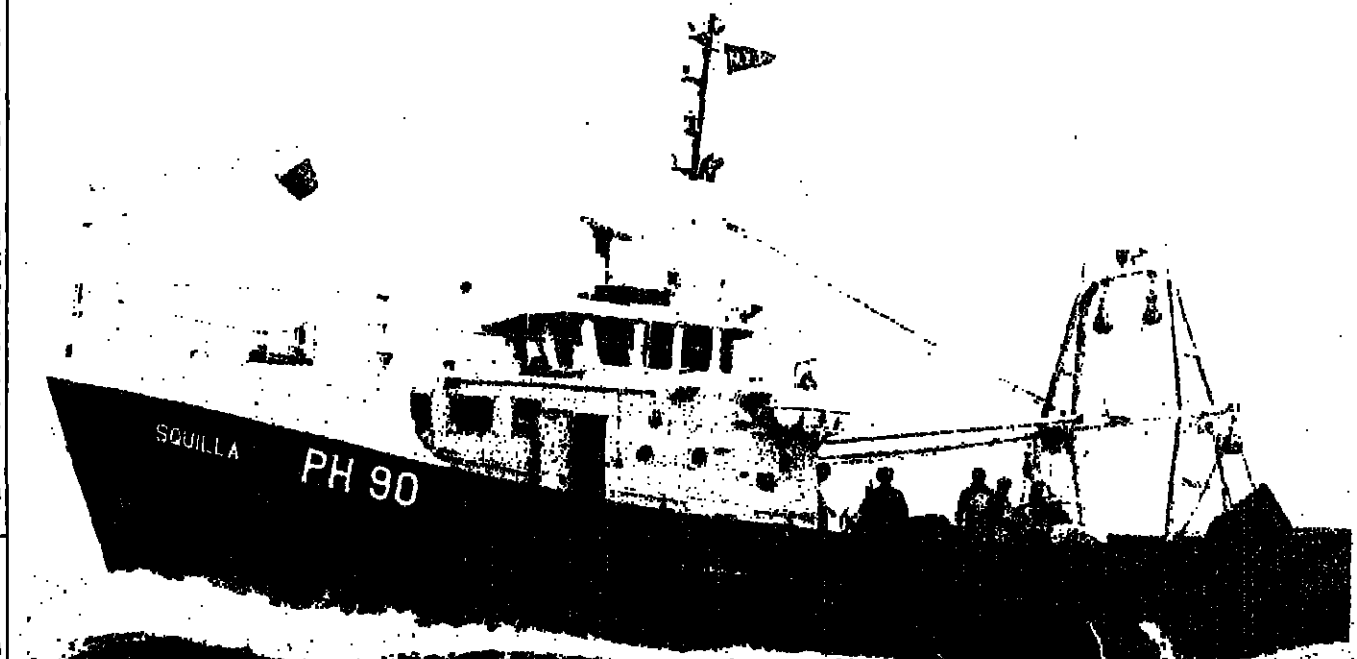
SHETLAND fishermen are not happy with the Government's proposals on fishing limits, and they have sent a strongly worded letter to the Department of Agriculture and Fisheries, insisting that the Ministers accept their responsibilities "and not tell us down the river."

Local MP Mr. Jo Grimond has applauded the fishermen's quick reaction to the proposals. He recently returned from Brussels,

where he discussed fisheries with EEC officials. He found them to be very sympathetic to the Shetland case, and he felt his discussions had been worthwhile.

More support for the fishermen has come from Lerwick Harbour Trust and Shetland Council of Social Service — both organisations have written to the department, the Minister, and the Secretary of State for Scotland. Both urge support for the "Edinburgh declaration."

Who wants to worry about diesels on a research vessel?



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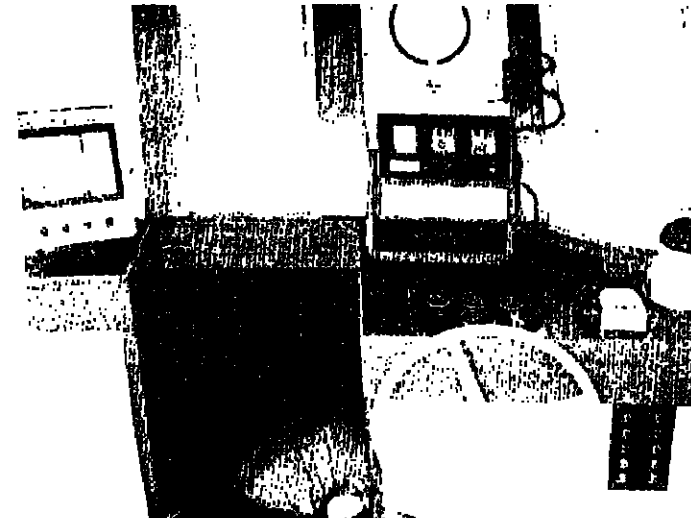
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Standard 36-footer makes debut in Cornwall



Cygnus director, Chris "Fub" Brook, leans on *Byrluan's* Brixham winch mounted close by the fish room hatch. To save money, the skipper will fit the fish room out himself. Below: Kodon fish finder (left) and Decca Navigator in the wheelhouse. The pillars are rather large. Bottom: A tight squeeze at the stern gland. There will be more space for adjustment with production boats.



A LOT OF boat for your money sums up Cygnus Marine's new GM36 standard craft, a larger version of the GM32 which has notched up 20 sales in its first year.

These GRP boats, based on typical Cornish fishing boat designs, were both designed by Gary Mitchell.

The first 36ft. hull, now completed for Flushing, Cornwall, fisherman Colin Parker and named *Byrluan*, is built from foam sandwich GRP. This allows a GRP hull to be built using a very simple mould. This first hull was then filled and rubbed down to a high standard as a pattern from which a mould for future hulls has been constructed.

Apart from following traditional design, the Cygnus GM36 compares in weight to its wooden counterpart. With a displacement of 19 tons, the boat has a very solid feel about it.

When you step aboard, the boat hardly moves. First impressions are that the boat is much larger than 36ft. long. This impression is helped by the beam of nearly 14ft., which gives a wide and clear working deck aft.

Cygnus do not skimp on

materials. Everything about the construction of this boat is massive. The lay-up of the laminate exceeds Lloyd's Fishing Boat Rules and additional laminate is applied in stress areas, such as the stern and transom. Large and closely spaced transverse frames are constructed from foam-filled GRP.

The deck beams are 7in. x 3in. iroko and the marine ply sheathed in GRP. This deck is self-draining through numerous side scuppers. The bulwarks are capped with 6in. x 2in. iroko, through bolted.

This heavy construction is carried through to the forward wheelhouse, which has iroko framing to support the marine ply panelling. Small aluminium-framed

windows are fitted to the wheelhouse which is good from a safety point of view. However, it considerably restricts visibility. More closely spaced windows would help here. The Kent Clear-view screen fitted to one of the forward windows gives a very small field of visibility, which is further restricted by the high bow.

The hull has an exaggerated sheerline which gives the impression that the boat is down by the head. This feeling is accentuated by the full wide transom, and some of the ballast is to be moved further aft to improve the appearance of the boat.

Colin Parker will be using *Byrluan* for long lining and trawling. A Brixham one-ton winch is fitted and there will be twin galleys aft. To prevent damage from the trawl gear, the transom and quarters of the hull are heavily protected by timber. This certainly does its job well, but could lead to a maintenance problem in the future, particularly if any of the fastenings get damaged.

No protection is fitted in the way of the Spencer-Carter 1,000lb. line hauler mounted to the starboard side, just aft

of the wheelhouse. This is a combined capstan and line hauler. Cygnus Marine's yard, she is a 'big' is on a well-designed derrick, whose yard is presently working which lines may catch.

All the hydraulics have been fitted by the local firm of Spencer-Carter Ltd. and power is supplied from a 100hp hydraulic pump, belt-driven from the front of the engine.

A wooden winch mast is fitted aft. A light steel derrick is fitted to the mast for lifting fish, and this can be replaced by a heavier derrick mounted derrick when trawling for lifting the net.

The engine fitted to this first Cygnus GM36 is a Ford 50hp six-cylinder diesel producing 108hp at 2,300 rpm. Mounted forward in a large compartment with access from the wheelhouse, the unit drives through a PRM gearbox with a 2.5:1 reduction.

In addition to the hydraulic pump, a 100lb. Jabco pump is driven from the front of the engine to service the deck wash and bilge suction.

These are piped through galvanised steel pipes, but the object of using this material is to prevent corrosion.

nullified by cutting screw threads through the galvanising at the joints. Combining bronze valves with these steel pipes could lead to corrosion in future.

Engine beds have been fitted to port for the installation of a wing engine at a later date. Plans are for a four-cylinder Ford Sabre to go in, so that many of the spares will be interchangeable with the main engine.

As far as possible, systems for this engine will be kept separate from those of the main engine. A 50-gallon steel fuel tank is already installed for this engine in addition to the 400 gallon main tank. Both tanks are situated amidships, aft of the engine compartment.

The aft part of the hull will contain the fish hold, which is being fitted out by the owner. The stern gland installed at the bottom of the compartment is very restricted in access and adjusting the gland would be very difficult. On future production boats, this will be improved because the skin thickness will be less with the use of solid GRP laminate in place of the thicker foam sandwich.

The forward cabin is also being finished by the owner and will contain two berths. A calor cooking stove is fitted in the wheelhouse. Electronics include Decca Mk. 21 Navigator, Kodon SR 658 fish finder and Marconi Corvette SS VHF radio. The compass is by Brestrel.

Dual steering positions are fitted by *Byrluan's* yard, one in the wheelhouse and one on the aft wheelhouse bulkhead. Both are also fitted with engine controls.

The steering is a system of chains and wires running on pulleys which has the benefit of simplicity, but requires some maintenance. The system is manufactured by Simpson Lawrence.

The single plate balanced rudder looks small for this size of craft, but the steering is excellent with only light force needed and a very small turning circle.

Even when the engine is just ticking over, the boat is very responsive to the helm which must give confidence and save time when picking up gear.

Although the boat has a speed of nine knots, she feels underpowered. The time taken to reach this speed is an indication of this. The effect of this lack of power will be felt when towing a trawl or in rough seas, but should be remedied when the wing engine is fitted.

There are some aspects of this boat to be sorted out, but this is to be expected on a prototype. The bow roller has no lips and a chain on it could easily jump out. The deck wash outlet is badly sited, but this is the sort of detail which can be criticised on most boats and are fairly easily altered.

Basically, the Cygnus GM36 is a fine boat. By keeping a close liaison with local fishermen, the two young directors of Cygnus Marine — Chris "Fub" Brook and Patrick Bray — ensure the good feedback from users which is essential to fishing boat development.

This latest craft is a heavy-duty fishing boat capable of being worked hard, and of ranging far from home in search for fish. It seems all set to emulate the success of its smaller sister.

HAULER manufacturers, PNP Duerr of Burnham-on-Crouch, Essex, has modified the steel catamaran dredger it built last year and the craft has resumed fishing from Brightlingsea.

Before designing the craft, the firm made a detailed study of traditional vessels used for shellfish dredging.

Most were no more than a compromise. So the firm listed the basic requirements of the fishery and, by adopting a new approach, incorporated them into a shallow draught, steel catamaran specifically designed for this type of work.

Now in operation with Colchester Oyster Fishery, the prototype *Vandora* dredger has been described as a "thoroughly practical vessel" able to dredge, sort and store between one and two tons of oysters an hour.

Although specifically for oyster dredging and for lifting heavy trays of farmed oysters, it can equally well be used for any other form of shellfishing where dredges or rakes are employed. Additionally, it is claimed to be unsinkable and handle well in a seaway.

The first consideration was deck space, so a catamaran hull form was chosen. This gives a large, stable platform ideal for culling, grading and offloading the catch.

Each hull is a straight-forward pontoon 36ft. long, six ft. wide and four ft. deep, divided into three watertight compartments by transverse bulkheads. All surfaces have been kept flat to avoid costly plate bending.

The hulls are spaced about six ft. apart and connected by square box section braces. A further strengthening member at, which forms the foundations for the engine and wheelhouse floor, is sunk one ft. below deck level. Channels are welded to this structure to form engine beds.

A clear space is provided between the hulls 20 ft. long. This is decked over, but the wooden planking may be removed and replaced one ft. below to provide hold space.

A grid-type steel deck can be fitted on brackets at water level, providing a platform for crewmen to stand between the hulls and so use the decks as culling tables. Rubbish is dropped into the water at their feet.

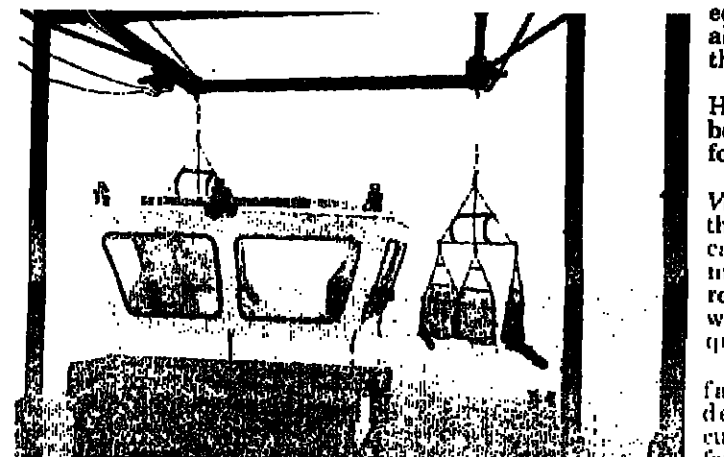
An aft wheelhouse has been chosen for the prototype, since this is most convenient for single-handed operation and allows maximum space between hulls for oyster frame handling. The control position can, however, be moved forward if required.

Another important design consideration was that the hydraulic dredge winches should be able to unload the catch at any point along the vessel's length. For this reason they have been mounted on travellers, running along a frame 13 ft. (3.96m) above the deck. The whole scaffolding-like structure is cross-braced with angle steel and stayed to take the weight of the dredges.

After the boat worked for some two to three months last year, the modifications were decided on and the craft went back into service last month. The winches are two PNP Duerr type H.S.W.4 wire stowing units locked in special frames designed to run on the overhead "rails". They have a first-layer pull of 2000 lb. and full-drum pull of 1000 lb., hauling six mm. dia. wire at 200 ft./min.

Power for the winches is provided by a double Sperry Rand V20 pump with clutch drive from the engine. Con-

Catamaran dredger back at sea after mods



Three dredges a side being handled by the *Vandora* dredger.

They are two ft. wide and of the opening type with chain bottom bins and terylene top nets.

The catamaran works three of these dredges a side, which winches and placing them on the steel rails between the hulls, allowing the sea to wash over them.

Since the catamaran functions best when towing her dredges astern, a control problem existed if standard propulsion machinery was used. This was overcome by fitting a propeller unit, fully rotatable through 360 deg., to give thrust in any direction and thus maximum control of the towed gear.

The oyster dredges used were developed by the Colchester Oyster Fishery.

The *Vandora* dredger is a catamaran with an unusual, but practical look.

gearbox of 3:1 ratio. This gives a good thrust when dredging and a top speed of 5.5 knots.

The Harbormaster was chosen for its simplicity of installation and its retractable propeller — an advantage when laying ashore.

The propeller and underwater body of the drive add 29 in. to the draught of the boat, but it is possible to run her with the drive in the raised position if the water is very shallow.

Another advantage is that the engine is modified to drive the hydraulic system and the 2in. Jabco general service pump for deck washing, filling ballast tanks, etc.

Engine controls are arranged so that the operator is always in the protection of the wheelhouse.

A six-cylinder 75 hp Harbormaster engine could be installed to increase performance.

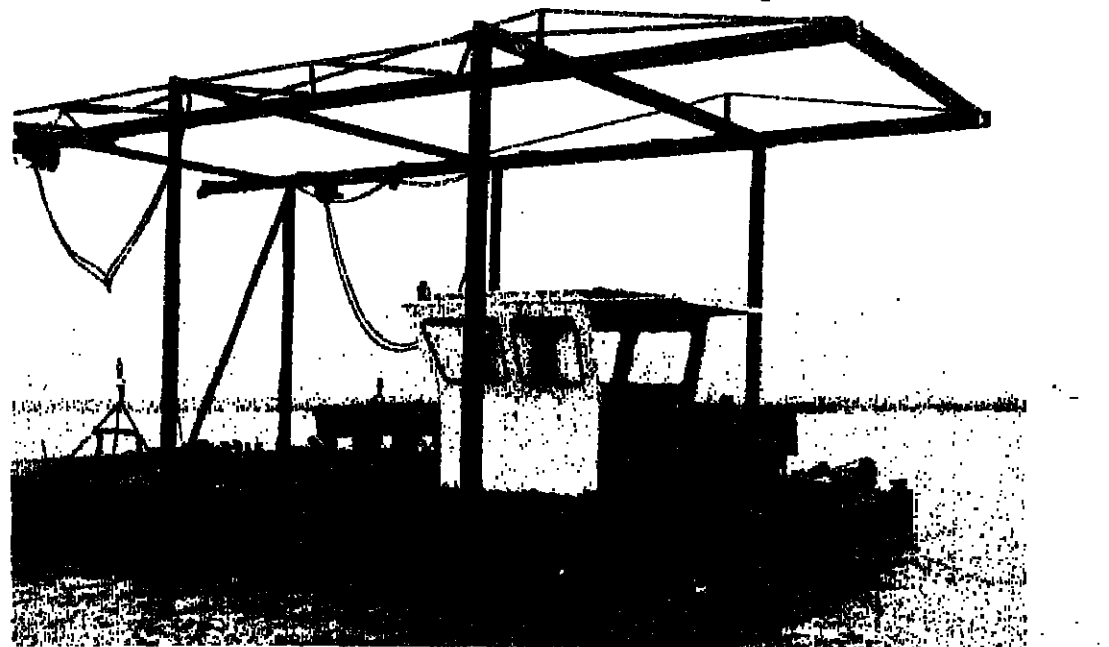
Early experience with the *Vandora* dredger has shown that in optimum conditions it can handle up to two tons of material an hour. But in restricted areas, with stock widely spread, about half this quantity could be expected.

The dredger also has a fish farming application: developments in oyster culture have created a need for a boat able to lift and service the heavy trays and frames in which oysters are reared.

Since these frames can weigh up to one ton out of water, traditional vessels attempting to service them are faced with a considerable handling problem. And when they get the trays aboard, there is very little room for inspecting them and washing them down.

The *Vandora* dredger is arranged to hoist the frames between the hulls using her dredge winches. Once at deck level, a section of the removable planking can be repositioned and the frames lowered onto it. Up to four frames can be handled in this way.

The prototype has been built to White Fish Authority specifications and qualifies for a grant.



are easier to handle than two three ft. dredges or one heavy six-footer.

Where clean and well stocked ground is being fished, the catch is unloaded direct into palletised containers on the deck of each pontoon. These can easily be removed by fork-lift truck ashore on hard ground, or they can be transferred to another boat at sea.

Oysters are sometimes landed in better condition by keeping them submerged. This can be done on the *Vandora* boat by lifting the dredge containers with the dredge

50
years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

JULY 24, 1928
HUGE dogfish shoals infest Firth of Forth causing a serious menace to fishermen.
FIRE destroys factory at Olva whaling station at Delting, Shetland.
CREW of smack *George and Annie* of Doghead Sands, in the Wash, and kill 32 seals for which the Ministry of Fisheries pay 10s. (50p) per nose.
NEW fishing shed is being built on Yarmouth's East Quay for the next herring season. The construction of the quay is also underway.

Two more on order

THE PRICE of a basic GM36 boat is £20,500. This is a version with a Ford 108hp diesel, but less hydraulics, electronics and crew comforts such as galley, toilet and bunks, etc. A fully-fitted out stern trawler version, powered by a Gardner/Kelvin-type engine, would cost between

£28,000 and £30,000, depending on gear. Cygnus is at present working on two more GM36 craft. First to be delivered — in about two months' time — will be the boat for Skipper Matthew Hutchinson, presently working the 46ft. *Endeavour* from Whitby. This will be an aft

wheelhouse version.

A month later, the third GM36 craft should be ready for export to Sweden. A forward wheelhouse boat costing some £33,000, she is being comprehensively fitted out and will be powered by a 180hp Mercedes diesel driving a VP propeller.

The versatile, efficient Simrad SL Sonar

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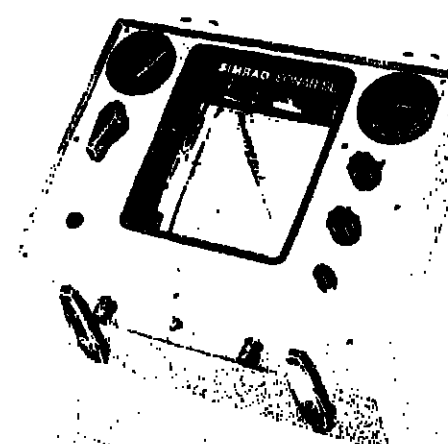
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Re-wind lifeline needs practice

A LIFELINE, similar to the Bell lifeline, is being produced by a company in Nottingham.

It is similar in that it can be thrown by hand and that a floating orange carrier buoy is dropped near the man overboard with a line floating between him and the vessel.

Uncle

But one feature that the Bell line does not have is that it can be re-wound on its conical buoy and used again.

The device is known as the

Kellybuoy and to use it you unclip one end of the line, which is threaded through a short length of clear PVC tube, and through the carrier to the man in distress.

In theory you can throw it 20 metres so that he can grab either the buoy or the line and be hauled alongside.

It is difficult to get all of them out if you rewind direct from the deck, but easy if you tow the line astern for a couple of minutes or so.

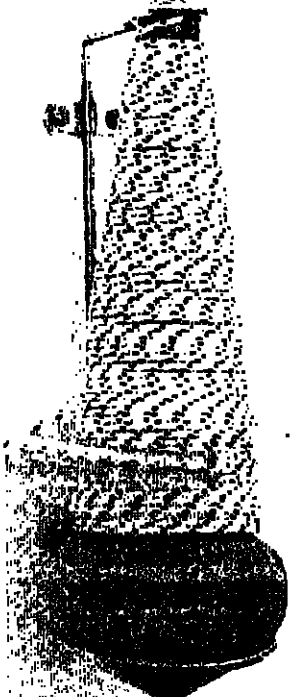
Introduction of the Kellybuoy poses the question as to whether it is preferable to keep Bells or Kellybuoys handy.

Compromise

Perhaps the best answer to it is a compromise; to keep a Kellybuoy to throw to a man within easy reach and a Bell to throw to one over about 15 metres away.

Kellybuoys, and holsters to stow them in, are available from VCP Ltd., Private Road 4, Culwick Estate, Nottingham.

The Kellybuoy needs a skilled hand to operate it correctly. In good conditions a line can be thrown up to 20 metres.



John Burgess' Log



SMALL BOAT SONAR

"DO YOU KNOW at what range shoals of fish can be detected with Wesmar's new small boat sonar?"

"Also, does a hole have to be bored through the bottom of a boat for lowering and raising its transducer."

"If one has to be bored, what size should it be?"

"The makers say that fish can be detected at ranges of up to 1,000ft. with their SS800 Scanning Sonar. Presumably this is possible when conditions are ideal. Selectable ranges on the control console are 50, 100, 250 and 500 ft."

Although it is best to bore a hole through the hull to take the set's transducer assembly, it is not essential; it is possible to mount it on one side of a boat, even on the transom. If a hole is bored, it has to be about 3in. diameter.

You could get precise instructions for installing the transducer assembly in the bottom of your boat or recommendations as to how to mount it outside the hull from Seabourne Electronics Ltd., 27 Southside St., The

Barbican, Plymouth.

If you do so, it might be a good idea to ask for details of Wesmar's new AP 900 autopilot at the same time.

It has a number of novel features about it which may make it suitable for use in shore boats.

Mid-water trawling

"I AM thinking of buying a 15ft boat for bottom and mid-water trawling."

"Could you tell me what size of engine I would need and where I can get information about mid-water trawling in a boat of this size?"

"An engine of about 180 hp should be suitable for your purpose."

The following publications contain useful information about mid-water trawling and trawling: *Commercial Fishing Methods* by John C. Stansbury; *FAO Catalogue of Small Scale Fishing Gear*; and *Fish Finding, Purse Seining and Aired Trawling* — all of which are obtainable from Fishing News (Books) Ltd., 1 Long Garden Walk, Farnham, Surrey.

A year or so ago Bridport Gundry Ltd., Bridport, Dorset, published a leaflet about mid-water trawling. It may still be available and it would pay you to apply for a copy and to consult Norman Ollerton, manager of the company's marine division, about the best gear to get and how to work it.

KRILL OUT OF REACH FOR BRITISH FLEET

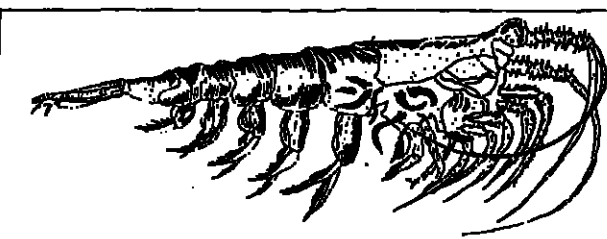
ANTARCTIC krill is seen as a very large potential source of fish protein by the British government's advisers on fishery research and development, but the prospects of the British fishing industry benefitting from it "are at present not good enough to warrant any appreciable research and development (R & D) expenditure".

Investigating krill is one of the subjects covered in the Second Report of the Fisheries Research and Development Board. This report deals with areas of research examined by the board during 1974 and 1975.

The potential yearly production of krill, says the report, is believed to be at least 150 million tons and some authorities put it much higher. It is large enough to sustain an annual fishery of 50 million tons.

Most of the krill is found south of latitude 60°S, an area covered by pack ice for much of the year. There are abundant stocks in areas of the sea likely to be accessible to British vessels.

While a number of countries have made preliminary investigations into uses for krill, only the USSR and Japan appear to have developed harvesting and processing techniques.



Krill enlarged. 50 tons a day could be feasible catch rate.

possibilities, it would be necessary to organise exploratory voyages by British vessels. Some two months journey time would be necessary to and from the fishing areas and current fuel costs would make such trips very expensive.

Because of the distance of the grounds and the shortness of the krill season (the pre-spawning and spawning period), any commercial industry would need to be based on harbours in South Georgia, or possibly South Africa, and this would limit its attractiveness to British fishermen.

The board also recognised that more product development work is needed and that there is yet no sign of a satisfactory market in the UK.

Because of these factors, the board does not regard the prospects of benefit from krill as sufficiently promising to launch a special survey. Priority should be given to the exploitation of new species found much nearer home.

Heading these species is blue whiting which constitutes "probably the largest single unexploited stock of fish remaining in the north-east Atlantic".

Sonar
Research voyages by ships of the fishery laboratories in England and Scotland, and by the White Fish Authority in 1974 and 1975, had achieved their objectives. Using sonar techniques, it had proved possible to locate the shoals of blue whiting and, once shoals were found, heavy catches could be made in short periods.

With major processors, however, the board notes there have been difficulties in finding an economical method of handling and processing blue whiting for human consumption.

Marketing investigations

have shown that the main outlets for blue whiting are likely to be fish friers, processors and large-scale caterers, who need preferably laminated blocks of skinless, boneless fillets. But these cannot be produced in quantity, economically from blue whiting by any of the existing processing machines "and it is clear that the future large-scale development of blue whiting for human consumption will be dependent on the development of satisfactory machinery".

Observing that both Torry Research Station and the WFA have been working with UK processors and foreign manufacturers of fish processing machines to resolve the problem, the board recommends that "this work should be progressed as quickly as possible".

Looking at the costs of fisheries R & D in the United Kingdom, the board noted that these increased by about 19 per cent in each of the two years reviewed.

From £5,033,000 in 1972/73, total costs had risen to £6,115,000 in 1973/74, and to £7,318,000 in 1974/75.

While a large part of the higher costs resulted from increases in staff salaries and in ship running costs, there was also some real increase in R & D effort in certain fields.

During 1974/75, gear R & D cost £548,000, and £438,000 of this was spent on the work of the Marine Laboratory in Aberdeen. Commenting, the board said that the projects in hand are meeting the needs of the industry and of the government departments concerned.

Projects of highest priority are the evaluation of new gear to help the industry to take

floating pens at a Scottish salmon farm. A new research unit is needed to further R & D.

account of developments in the UK and abroad; utilisation of the WFA flume tank in Hull, where models of trawls can be observed in action under controlled conditions; and the mechanisation of line fishing and development of artificial baits.

Line fishing is seen as having the additional advantage of being economical on fuel and being unaffected by such measures as Norway's institution of trawler-free zones.

Again looking to the future, the board noted that there was considerable interest in establishing marine farms along the Scottish west coast for farming of salmonid species, particularly salmon and rainbow trout.

In a paper submitted to the board, the Department of Agriculture and Fisheries for Scotland suggested that farm production of these fish could grow from the present level of 50 tons of salmon and 700 tons of trout, to several thousand tons with a substantial first-sale value. This could be accomplished without upsetting the market and could take place in the next ten years.

The Department wanted more R & D in an integrated programme dealing with husbandry, diseases and parasitism, genetics, technical and engineering problems, and food technology. It believed a new research unit would be required in a suitable area.

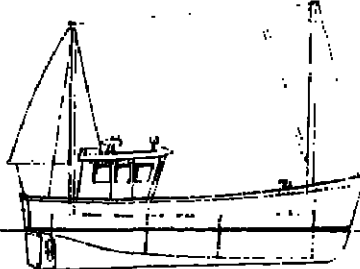
While the board thought that economic justification for the department's assessment of research needs should be kept under review (particularly since it is not yet possible to estimate the return on capital from salmon farming), "the output potential for salmonids, particularly salmon, might well justify substantial research effort to try to accelerate the development of a viable industry".

This might have to be largely financed by government, but every effort should be made to obtain help from other sources, including industry.

A report on how the project should be organised and integrated into existing research facilities was submitted to the board at the end of 1975 by the Controller of Fisheries Research and Development.

Fisheries Research and Development Board, Second Report 1974/75. Published by HM Stationary Office. Price 85p net.

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MAKING YOUR OWN HAULER

"I HAVE obtained quotations from most of the makers of hydraulic line haulers whose addresses you sent me."

"If they indicate anything, it is the fact that I just can't afford to buy a new hauler at present."

"I am, therefore, thinking about making myself one and should be obliged if you will let me know where I can get the necessary hydraulic components."

"A firm that may be able to supply your requirements is Wemco Ltd., which manufactures a range of hydraulic components at 28 Churchfield Road, Poole, Dorset."

Replacement

It makes check and diverter valves, flow regulators, single and double acting hydraulic cylinders among a number of other things.

It can offer suitably mated hydraulic pumps and motors, hydraulic transmission equipment and, incidentally, will make replacement parts for obsolete engines.

So it is likely to be able to provide you with advice, as well as components, to enable you to carry out your project.

A NEW type of survival suit, introduced in the USA, has been tested by U.S. Naval and Coastguard Research Units which say that it has a number of advantages over others of its kind.

It is known as the Imperial Survival Suit and is made of foam rubber. The material, not air, provides buoyancy and even if a suit is torn and filled with water, a survivor will not sink.

Its thermal qualities are said to keep you warm whether dry or wet. The standard suit has hood, boots and gloves attached so that once zipped in it, only your face is exposed.

Tests carried out by a Navy Research Unit show that survival times of 13 hours and over in water temperatures around 35 deg. F can be expected when a suit is worn over normal clothing as opposed to 30 minutes without one.

These suits have much to commend them not only for specific jobs like making

BARBED RING NAILS

"OUR old hatch cover was washed overboard and I now have to make another."

"Do you think ringed nails would be any good for the job? If so, where I can get some?"

"Barbed ring nails would be highly suitable and you can get these from Tower Manufacturing Ltd., Navigation Manufacturing Ltd., Worcester."

These nails have much to commend them not only for specific jobs like making

hatch covers, but for general purpose use in fishing boats.

They are far quicker to use than brass screws and less likely to deteriorate in sea water or a salt atmosphere; less expensive than copper nails; and less prone to corrode than steel wire nails, whether galvanised or not.

Those made by Tower Manufacturing Glynwed Screws and Fastenings Ltd. — to give the company its full title — are made of 'Evedur' silicon bronze, a metal which is as strong as steel, but which

does not corrode in a salt atmosphere.

They have parallel shanks with buttress rings and so remain firmly fixed even if subjected to vibration. And water cannot seep to their points.

I always use them when I want to fasten wood to metal permanently and it is not necessary to use bolts or screws.

They are known locally as Gripfast nails — short title for Tower Gripfast Evedur silicon bronze barbed ring nails.

BOSTON TRISTAR OPEN TO PUBLIC

HOLIDAYMAKERS on board *Boston Tristar* (left) are seen listening to Mr. Lowestoft fisherman, "Winkie" Jarvis, explaining trawling methods, on Monday last week, when the vessel was opened to the public. *Boston Tristar*, which is berthed near the bridge in Lowestoft town centre, will be open, Mondays to Fridays, until the end of August. The display is organised by the trawling owners, Boston Deep Sea Fisheries, and the Royal National Mission to Deep Sea Fishermen, which will utilise the proceeds.



Laminated wood boats

"SOME time ago you mentioned that fishing boats were going to be constructed in Norway of wood laminates."

"You said that they might be less prone to rot than conventionally built boats as even laminate would be impregnated with a copper naphthalate solution prior to incorporation in the hull."

depth of 9 ft., and each is powered by an engine of around 400 hp.

One of them is called *Nord-tind* and the other *Joti*. They were built by the Mjosundet Hunthyggeri and if you write to the manager of the yard at Mjosundet he may send you full details of the vessels.

If not, The Norway Boat Export Board, Drammensveien 40, Oslo 2 would probably obtain specifications for you.

ANY QUESTIONS?
IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped, addressed envelope for reply.

Missing out on EEC fish payments

SCOTTISH fishermen are losing compensation for withdrawn fish because they are not adhering to EEC regulations.

The need to label fish according to freshness is constantly being emphasised, says a statement by the Anglo-Scottish Fish Producers' Organisation Ltd., but is not being heeded.

Large quantities of fish, particularly the soft smaller grades which do not travel well, have had to be withdrawn—the hot weather and seasonal fall in demand for fresh fish being the main cause.

There was a marked deterioration towards the end of June and early July. This has been particularly noticeable at Arbroath, Newhaven and North Shields and to a lesser extent, at Pottenween and Eyemouth.

It is hoped that there will be reduced landings as many fishermen take their annual holidays during July. But with increased pressure on North Sea stocks and the possibility of reduced quotas in the future, producer organisations, say the ASFPO, should be considering some restrictions on landings anyway.

£1m. year

BURTONPORT fishermen sold more than £1m. worth of fish during 1975, the local co-op has been told at its annual general meeting by the chairman, Mr. P. J. Sweeney. Sales value was up 40 per cent on 1974.

No mackerel without 50 mile limit

DEMANDS for a 50 mile fishing limit off the Cornish coast have been made at the annual meeting of the Cornwall Sea Fisheries Committee.

Fears were expressed, that unless this was done, the mackerel fishing industry in the county could be completely wiped out by 1978.

Mike Hosking, who fishes out of Porthleven in his boat *Dew Genen* No. 1, told members that already Scottish fishermen were modifying their boats for Cornish fishing, and if they exploited the local fishing grounds next year as planned, catches could quickly be reduced to 50 per cent, with no fish at all by 1978.

Urging the committee to press for a 50 mile limit, Mr. Hosking said: "At least this would deter the Eastern European countries from fishing in our waters, and then we can do something about the Scottish fishermen."

Mr. Hosking said that long way fishermen had to go beyond the existing 12 mile limit because there were no suitable fish left for them

near shore.

"If a limit of 50 miles was imposed, then fish would return for the long line fishermen and there would be no need for them to go outside the limits," he said.

Line fishermen had been forced to find alternative fishing grounds, said Mr. Hosking. "People must realise the devastating effect if we do not take preventive measures now," he added.

Among other measures put forward at the Sea Fisheries Committee meeting was the

minimum size of landed scallops.

The suggestion followed a report that many small scallops under 4 in. in size were being caught off the Cornish coast and destroying the future of this £4 million a year industry.

It was agreed to ask the Ministry of Agriculture, Fisheries and Food to press for a 4 in. minimum landed, so that some control could be exercised, and visiting fishermen prevented from taking under-sized fish.

Divers asked to help in lobster study

THE FISHERIES laboratory at Burnham-on-Crouch has made an appeal to divers to help them learn more about young lobsters.

Although a lot is known about adult lobsters, very little is known about the life history of the young. The period between hatching from their eggs and being caught in baited traps three to four years later is a mystery.

It is thought that when the eggs hatch into lobster larvae, the shrimp-like young swim in the plankton. After about four weeks, having by then moulted three times, they settle to the sea bed.

The laboratory needs to have certain information about the lobster fishery and about the biology of the lobster itself.

It is hoped to map the distribution of juvenile lobsters around our coasts and this is where divers come in. At any sighting of young lobsters, details should be sent to the Burnham-on-Crouch laboratory so Ministry divers can follow up sightings: (1) The date, time, place and approximate size (total length from head to tail) of any lobsters less than 5 in. (2) A description of the type of habitat, eg rocky, sandy, lying in holes.

More Danes book for Catch '76

THE NUMBER of Danish exhibitors at Catch '76 has risen to 15 with the latest bookings, say the organisers of this fishing industry exhibition to be held from September 18-21 on the Queen's Links, Aberdeen.

This, like the major Spanish participation recently announced, and the presence of many other exhibitors from Belgium, France, Germany, Holland, Iceland, Norway and Sweden, demonstrates the international support for the show.

Of the 15 Danish participants, five are engine builders. These are: Hundested Motorfabrik; Alpha Diesels, Motorfabrik; Bukh; Ove Christensen Maskinfabrik; and Maskinfabrik Bjarne Jensen.

Others include SP Rønde Smithske A/S and Kjøbenhavn. There will also be makers of fishermen's clothing, cabin furniture and hydraulic equipment.

Another recent Scandinavian entrant to Catch '76 is time from Norway, is Kværner Brugs Kjølevind.

A SILVER mounted gavel and block has been presented to the Hull Fish Merchants' Association by its president Sidney Ellerington.

This commemorates the move of the Hull fishing industry from St. Andrew's Dock to Albert Dock and the association's decision to spend £30,000 on the new facilities is an expression of its faith in Hull's fishing industry.

The association has spent £30,000 on the conversion of

Hull Fish Merchants' Association's official opening. Mr. S. Ellerington presents a silver mounted gavel and block to Jack Burton to mark the occasion.

This commemorates the move of the Hull fishing industry from St. Andrew's Dock to Albert Dock and the association's decision to spend £30,000 on the new facilities is an expression of its faith in Hull's fishing industry.

BIM launches first steel vessel

THE FIRST in a line of Boid Iasagha Mhara (BIM) steel trawlers was launched on Monday last week in Killybegs when Skipper Noel McGing took delivery of his new vessel, *Olgary*.

The 87ft. trawler, the largest from a BIM yard to date, was launched by Dennis McGivern, manager of BIM's building division.

This side trawler has round bilge, flush deck, transom stern, raked soft nose stem with whaleback and is fitted with port after-gallows to make her suitable for stern trawling.

Olgary is powered by a Cat D398 850 hp main engine, while her stern gear consists of a Fernholt and Giersten variable pitch propeller of 1,900 mm diameter, driven from a 600 hp auxiliary engine.

The survey team estimates about £6 million as the minimum needed for a viable-scale project which would have to operate at least five large motor vessels, and find the fishermen and support workers willing to try living on the Falkland Islands.

Mk. 21 Navigator with plotter, autopilot, type 450M, and an Amphitrite Log by Ben. A Decca Audix Intercomm system is fitted for on-vessel communication.

Also fitted are an EX 50 echo sounder, EQ 38 echo sounder, complete with MA bottom expansion and CI echo scope, Simrad SL sonar, complete with CM scope, Simrad net sonar, with 1,500 metres of cable with separate display provided by Decca and cable winch provided by Syversen Sails.

Skipper McGing of Killybegs, Co. Donegal, started fishing in 1983 as a trainee on board the *m/v Ros Muire*.

Between 1985 and 1970 he fished as deckhand on a number of vessels and has extensive experience of fishing in all waters around the Irish coast and the west coast of Scotland.

He obtained his Secondhand (Special) Certificate in 1966 and his

Skipper (Limited) Certificate in 1968. Since 1970 he has fished as skipper/owner of the *m/v Father Murphy*.

A number of large steel vessels of similar design are due for completion in the coming months. Repair facilities have also been improved.

As part of this modernisation programme, a second slipway has been built at Killybegs to cater for launching vessels of up to 100 ft. and over.

AVENGER JOINS SHETLAND FLEET

AVENGER is the latest boat to join the Shetland fleet. She has been bought by Hugh Hughes of Burren, who has been buying boats from the Northumbrian and Angus Co-ops and Peter Johnson and Peter Johnson into Lerwick, a successful fisherman, who has been fishing out of

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

257,344: *Ross Revenge*, BUT (Sk. R. Pepper) 2,558 kits, 1, 23 days.
241,541: *Prince Philip*, Boston (Sk. E. Grant) 1,894 kits, 1, 22 days.
238,714: *Port Vale* Consol (Sk. P. Blaney), 1,732 kits, 1, 19 days.
236,331: *Aldershot*, Consol (Sk. A. Call), 1,939 kits, 1, 24 days.
227,318: *Gillingham*, Consol (Sk. J. Loades) 1,282 kits, WS, 25 days.

Middle water

224,153: *Ross Tiger* BUT (Sk. D. Avery), 1,087 k, FW, 17 days.
220,361: *Blackburn Rovers*, Consol (Sk. E. Cotton) 1,090 k, FW, 17 days.
219,432: *Ross Jaguar*, BUT (Sk. J. Brown) 938 k, FW, 17 days.
216,395: *Ross Kelvin*, BUT (Sk. T. Pembroke), 783 k, FW, 16 days.
215,785: *Ross Civet*, BUT (Sk. A. Redpath), 689 k, F, 16 days.

North Sea

26,131: *Lemberg*, Lindsey (Sk. H. Rexman), 226 k, NS, 13 days.

Sailors

27,537: *Charmor*, Richardson (Sk. O. Jensen), 243 kits, NS, 15 days.
25,824: *Bekimael*, Chapman (Sk. A. Bojen), 253 kits, NS, 15 days.
25,682: *Lena*, Chapman (Sk. E. Sorensen), 240 kits, NS, 14 days.
25,213: *Binks*, Slight (Sk. H. Clausen), 222 kits, NS, 12 days.
25,111: *Coral Bank*, Slight (Sk. D. McKenny), 251 kits, NS, 15 days.
25,353: *Alatna*, Slight (Sk. J. Abbott), 225 kits, NS, 14 days.
25,306: *Reef Bank*, Slight (Sk. P. Host), 269 kits, NS, 15 days.

Pair teams

218,086: *Margrethe Bojen*, (Sk. Jens Bojen), 779 kits, and 215,376: *Frances Bojen*, (Sk. J. Richardson), 656 kits, both John R. NS, 11 days.
29,878: *Carl Borum*, (Sk. R. Borum), 454 kits, and 27,447: *Jacqueline Borum*, (Sk. J. Borum), 353 kits, both Slight, NS, 9 days.
27,396: *Solveig Borum*, (Sk. D. Sheriff), 339 kits, and 27,009: *Ling Bank*, (Sk. D. Rose), 302 kits, both Slight, NS, 11 days.
27,523: *Melissa Louise*, (Sk. M. Clark), 315 kits, and 25,986: *Elen*, (Sk. A. Thinnesen), 271 kits, both Richardson, NS, 12 days.

HULL

251,445: *Ross Canaveral*, BUT (Sk. D. Spivey), 1, 2,268 k, 28 days.

ABERDEEN

217,033: *Admiral Drake*, North Star, (Sk. I. Thain), 872 k, F, 16 days.
216,883: *Ben Wyvis*, Irvin, (Sk. A. Campbell), 826 k, F, 14 days.

HUMBER VESSELS DUE

GRIMSBY
Vessels expected during the week:
Widdersfield from T. Ross
Hamillies from Rodney Vianova
and Volesia from White Sea
Ross Juno from Faroe and
Westerly from Blackburn
Crystal Palace, *Kyoto*, *Lucerne*,
Yago, *Onaka*, *Priscillian*, *Ross Maigham*.

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Labels sent on request

243,514: *Arctic Cavalier*, Boyd (Sk. D. Garner), W, 2,221 k, 22 days.
234,081: *Kingston Amber*, BUT (Sk. M. Redfern), 1, 1,492 k, 17 days.
233,428: *St. Dominic*, Hamling (Sk. P. Grayburn), W, 1,817 k, 23 days.
216,283: *Arctic Rebel*, Boyd Line (Sk. C. Walker), W, 802 k, 18 days.
215,278: *Lord St. Vincent*, BUT (Sk. R. Jopling), W, 864 k, 19 days.
211,468: *St. Giles*, Hamling (Sk. A. Jagger), W, 735 k, 17 days.

Sailors

28,948: *Christiansborg*, Boston, (Sk. E. Dam), 368 k, NS, 12 days.
27,529: *Visborg*, Boston, (Sk. V. Jensen), 317 k, NS, 14 days.
28,811: *Falkenberg*, Boston, (Sk. O. Pedersen), 364 k, NS, 11 days.

FLEETWOOD, Iceland

230,006: *Boston Explorer*, Boston, (Sk. W. Anderson) 1,422 k, 20 days.
227,756: *Luneda*, Marr, (Sk. A. G. Hey), 1,303 k, 14 days.

Home water

221,002: *Boston Stirling*, Boston, (Sk. W. Bridge), 905 k, 13 days.
213,445: *Wyre Vanguard*, Wyre, (Sk. B. Hargreaves), 644 k, 17 days.
210,397: *Mount Melleray*, Wyre, (Sk. B. Anderson) 545 k, 11 days.
210,379: *Norena*, Marr, (Sk. F. Wilson), 489 k, 16 days.
23,978: *London Town*, Hewett, (Sk. J. Kelly), 567 k, 12 days.
23,289: *Wyre Conqueror*, Wyre, (Sk. J. Newsham), 549 k, 8 days.

Near water

25,507: *Replenish*, Ward, 72 k, 14 days.
24,300: *Rosamonda*, Ward, 176 k, 12 days.
22,731: *Susan Bird*, Bird, 131 k, 13 days.
22,642: *Fair Isle*, Ward, 107 k, 11 days.
22,391: *Resilience*, Ward, 95 k, 11 days.
22,184: *Resolute*, Ward, 115 k, 12 days.
22,184: *Devalde*, Bird, 82 k, 12 days.
22,138: *Starbank*, Ward, 116 k, 10 days.

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sole, £10.30/£8.70; brill, £4/£3.50; per unit; Icelandic shelf cod, £25/£21; hulk, £24.80/£20; turbot, £24/£19; large haddock, £23/£20; medium, £22/£19; red-dover sole, £18.50/£16.50; cod, £18.50/£16.50; tusk, £18.50/£16.50; rockfish, £16.40/£14; monk halibut, £19.50/£16.50; dabs, £10, per 10st kit.

NEWLYN

Prices: medium monkfish, £21; medium plaice, £2.50; turbot, £10.00/£9.00; small whiting, £7.50/£6.50; medium lemon sole, £5.80; Dover sole, £12.50/£10.50; pollock, £11.50/£10; rockfish, £10.50/£9.50; alpe, £10.50/£9.50; monk halibut, £19.50/£16.50; 50p; roker, £3.90/£4.10 per stone.

EYEMOUTH

Prices: cod, £17; medium codling, £10; small £13; large plaice, £21; medium £17; small, £7; large haddock, £16; medium, £15.50; small, £8; whiting, £3.50; lemon sole, £4.00/£3.4; monkfish, £6; per 7st kit; shrimps, £2.30 per stone; crabs, £5 per 4st kit; lobster, £1.60 per lb, herring, £14 per unit.

DUBLIN

Prices: cod, £2.30; plaice, £2.85; slaps, £4.30; codling, £1.63; lemon sole, £2.45; turbot, £4.80; brill, £3.12; dabs, £1.55; pollock £1.75; per stone; unguessed whiting, £2.30/£3.70; roker, £16.90/£13; Dover sole, £16; lobster, £1.60; prawns, £1.50; salmon, £1.95; prawns, 48p, per lb.

TUESDAY JULY 20

FRASERBURGH
800 boxes, 24 boats. Cod £16/£19; codling £12/£15; haddock large £12/£15; haddock small £9/£10; monk £24/£25; whiting £7/£11; saithe £5.50/£7; per stone. Lemon sole £3/£6; witchies 80p/£1.80; plaice £2/£4.40.

PETERHEAD
2,778 boxes, 10 boats. Codling and 2nd £10/£2.30; whiting £1.50/£1.80; codfish 90p/£1.20; monkfish £2.70/£2.00; catfish £1.20/£1.40; ling £1.10/£1.40; sole £1.40/£1.50; plaice £2/£2.40; megrims £1.50/£1.80; per stone. Haddock £11/£18 per box.

BILLINGSGATE

ON TUESDAY 178 tons were delivered. Average selling prices on merchants' stalls: Salmon, English, £1.90/£2.50; Scotch £1.90/£2.50; Scotch £1.20/£1.75; salmon trout, 80p/£0.90; rainbow trout, 50p/£0.60; sole, tongues, 30p/40p; squid, 25p/30p; medium, £1.55/£1.65; large, £1.25/£1.30; eels, 80p/90p; foreign smoked salmon, £2, per lb; large turbot, £11.20/£12.00; medium, £8.30/£7.70; small, £4.20/£5.00; large brill, £5.80/£7; medium, £4.20/£4.50; small £2.80/£3.50; Danish plaice, 1lb-2lb, 5p/5.40; 2lb-3lb, 5p/5.40; large and medium halibut, £2.40/£2.80; £1.80/£2.60 small; £5.80/£7; selected lemon sole, £4/£5.50; headless home water cod, £4/£4.50; fillets, shell cod, £5.70/£6.20; bulk, £5.40/£5.70; codfish, £2.60/£3; haddock, £5.90/£7.30; home water haddock, £1.90/£3.10; kits, £2.50/£3; gibbers, £3.50/£3.90; jumbos, £4/£4.20; selected whiting, £2.30/£2.50; small, £1.50/£1.80; small Engravers, cod fillets, 87p; £3.50/£5.20; large, £5/£6.70; mackerel, £2.22/£2.60; fresh herrings, £2.80/£3.30; London cured dry haddocks, £6.50; dry fillets, £6; golden cutlets, 25; filleted and selected kippers, £1.50/£1.80; fresh, £5.50/£6.40; grey mullet

SELECTED Lobsters, £1.80/£2.20; unsorted, £1.40/£1.60; crabs, over 3lb, 40p/50p; under 3lb, 25-40p; small, unsorted, 8/18p; prawns, 60p per lb; shrimps, brown, 80p/£1; English cockles, £1.40 per gallon.

Frozen fish
Canadian halibut, 90p; Canadian salmon, £1.20; scampi, £1.50/£2.30; snappers, 22p; huss, 34p; grey mullet, 32p; barbon, 56p; wong far, 43p; per lb. Fillets, plaice £7.56; cod, £5.60; haddock, £5.50; squid, £4.20/£5; kippers, £2/£4; dogfish, £4.50/£5 per stone.

RETAIL PRICES
AVERAGE national retail prices on Tuesday, July 20, as supplied by the National Federation of Fishmongers, are: cod fillets, 87p up 4p; haddock fillets, 74p up 1p; sole fillets 36p up 2p; plaice fillets, 81p up 1p; smoked cod fillet 73p, no change; mackerel, 30p, no change; herring 34p, down 1p; kipper, 46p, down 1p; skate, 75p, no change; dogfish, 71p up 7p, per lb.

HERRING REPORT

FRIDAY, JULY 16
Ayr: Five trawlers, 9 tonnes; homemarket 9 tons at £19.80/£36.80. Hand selected £20/250 and £30/350 per 50kg. Trawlers: Three trawlers, 28 tonnes; homemarket 28 tonnes at £12.80. Full and filling fish, 280 per 50kg.

SATURDAY, JULY 17
North Shields: One trawler, 25 tonnes, homemarket, 25 tonnes, at £11/£14. Mixed in size, 300 per 50kg.

MONDAY, JULY 19
Eyemouth: Four trawlers, 35 tonnes, homemarket, 35 tonnes, at £14.70/£18.50. Regular in size, 250/280 per 50kg.

TUESDAY, JULY 20
Lerwick: One Norwegian

world, starts at 3%. Our price
7,000. Enquire 8M/202BS for
n for full particulars.